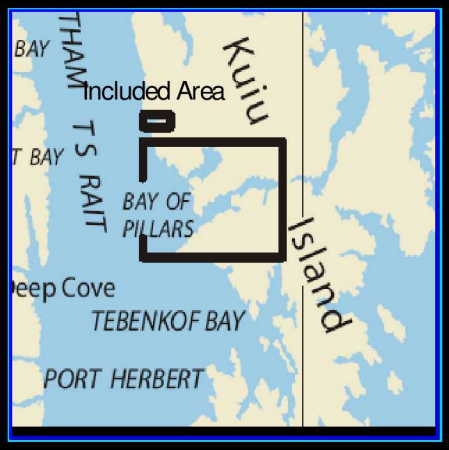
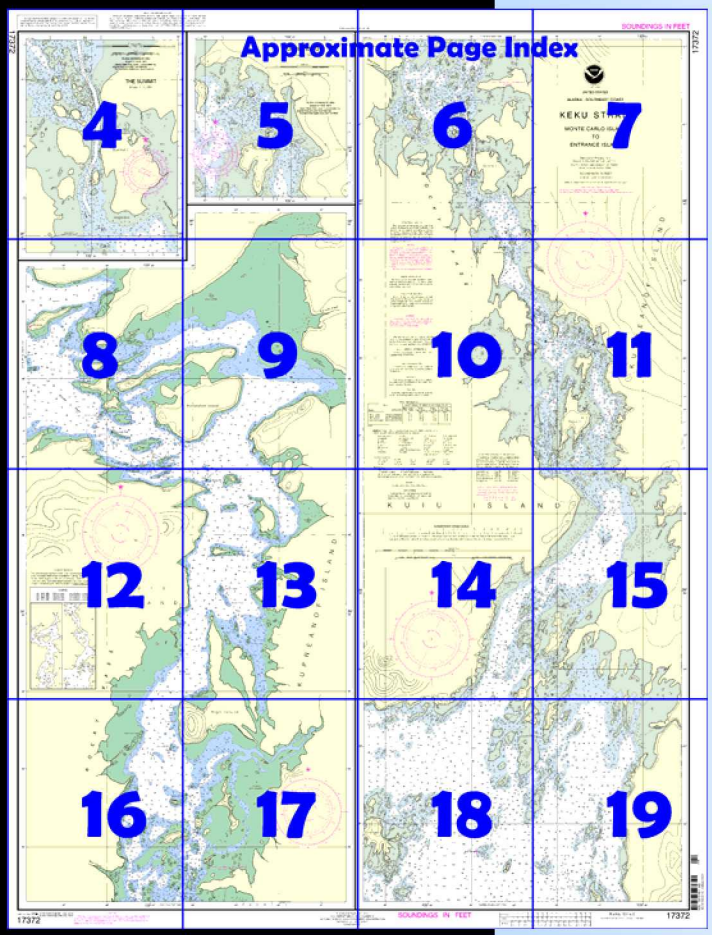
BookletChart™

Keku Strait – Monte Carlo to Entrance Island

(NOAA Chart 17372)





A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

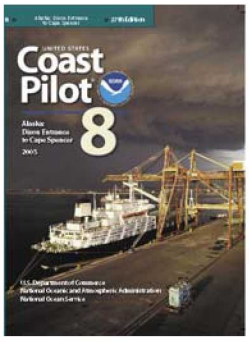
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 7 excerpts]

(159) **Skiff Island** (56°31.1'N., 133°41.0'W.), on the E side of the bay at the S end of Keku Strait, is low and wooded and is surrounded by rocks and reefs. A small-boat passage is E of the island.
(161) **Monte Carlo Island**, near the center of the bay, is a relatively large, low, wooded islet, 2.5 miles SSW of the entrance to Rocky Pass. It is surrounded by foul ground, particularly to the S, E, and N. Clear of the foul ground to the N, is a passage leading to the W that affords indifferent anchorage in 6 to 7 fathoms, sticky bottom. The small cove on the N side of the island affords anchorage for small craft, but the entrance is difficult because of the numerous rocks and reefs.
(162) **Rocky Pass** has its S entrance about 8 miles N of Point Barrie.
(165) The depths through Rocky Pass are generally shallow, and small craft can anchor practically anywhere with the aid of the chart. Larger craft can enter the S end of the pass for a distance of 2 miles until opposite **Tunehean Creek** and select anchorage according to draft, either to N or S of the midchannel reef off the mouth of the creek. At the N end of Rocky Pass, larger craft can anchor in Big John Bay, Stedman Cove, or in the channel as far S as 1 mile below High Island.
(166) **Devils Elbow**, about 14 miles N of Point Barrie, is the most dangerous part of the pass. The channel here makes a full right-angle turn. It had a controlling depth of 5 feet in April 2001.
(170) **The Summit** is the narrow passage, W and NW of Summit Island, through which a channel has been dredged. The channel had a controlling depth of 3.5 feet (4.1 feet at midchannel) in April 2001. Passage through The Summit should be attempted only with local knowledge.
(172) **High Island**, about 10.5 miles N of Keku Strait S entrance and 1.8 miles S of Beacon Island, is the largest island in Keku Strait. The W arm of the island has a conspicuous conical peak. Boats awaiting the tide often are off the NW point of this part of the island. Just S of the point are several clusters of mooring piles close-in along the shore, and anchorage in 12 to 18 feet can be secured just NW of the point.
(173) **Beacon Island** marks the turn in the general direction of the pass from N to W. A low-water rocky ledge extends all around the island to the extent of 125 yards E of the island and 200 yards SW of the island.
(174) Passage E of Beacon Island leads into **Big John Bay**, a large bay that extends N and E of Horseshoe Island. Fishing vessels often anchor in the SE arm of Big John Bay in 18 to 24 feet, soft bottom. This anchorage is protected from all directions except NW. The N part of Big John Bay is considered good game country. Entering from the W the channel leads N of Horseshoe Island and between the larger two of the islands W of Horseshoe Island.
(175) **Berry Island**, SW of Horseshoe Island and about 1.2 miles WNW of Beacon Island, is small but quite prominent in the vicinity; the vegetation has a rather distinct shade. The island is on the SW part of a reef that extends about 0.3 mile NE. This reef, which covers at half tide, should be given a wide berth.
(176) **Stedman Cove**, the deep bight in the SW shore of **Horseshoe Island**, affords the best anchorage in the vicinity for small craft; it is well protected from almost every direction, particularly from SE and from N to NW. It is a convenient place to await favorable tidal conditions before proceeding S through the pass.
(177) When entering the cove, care should be taken to avoid the long sandspit that extends about two-thirds the distance across the entrance from the E shore. The point of this spit is usually marked by a pole. Continue beyond the second point along the E shore and anchor in 12 to 18 feet in the inner cove.
(178) **Entrance Island**, a long narrow island marking the N entrance to Rocky Pass, is low and wooded to the high-water line. A low-water ledge extends 225 yards off the S shore of the island. Strong tidal currents run around the N end of Entrance Island, and this area is not very favorable for use as an anchorage. Even the head of the bight NE of Entrance Island is a poor anchorage area, being too exposed.
(179) The range of tide at The Summit is about the same as at Ketchikan, but the time of tide occurs about ½ hour later than at Ketchikan. In the S and N bays of Keku Strait, the range of tide is about 0.8 of that at Ketchikan, and the time of tide is about the same as at Ketchikan. When proceeding in either direction, it is best to enter Rocky Pass about 1½ to 2 hours before high water. There are many places at each end of Rocky Pass where vessels waiting for the tide can anchor. Strangers should make passage on a rising tide and be careful to remain in the channel because of the many unmarked dangers close to the channel edge. (See the Tide Tables for daily predictions.)
(180) The flood current enters Keku Strait at both ends and meets in varying places between High Island and The Summit. At the entrance to Rocky Pass the tidal current has a velocity at strength of 0.9 to 1.2 knots.

Table of Selected Chart Notes

Corrected through NM Aug. 30/03
Corrected through LNM Aug. 12/03

HEIGHTS

Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE

Differences from the normal variation have been observed in Keku Strait at the following locations:
Lat. 56°38'N., Long. 133°41'W. 3°
Lat. 56°42'N., Long. 133°44'W. 4°

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps fo Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwan I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Mount McArthur,AK	KZZ-95	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz

PLANE COORDINATE GRID
(based on NAD 1927)
Alaska State Grid, zone 1, is indicated by dashed ticks at 2,000 foot intervals
The last three digits have been omitted.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.258" southward and 6.306" westward. to agree with this chart.

PLANE COORDINATE GRID
(based on NAD 1927)
Alaska State Grid, zone 1, is indicated by dashed ticks at 2,000 foot intervals
The last three digits have been omitted.

Mercator Projection
Scale 1:20,000 at Lat. 56°40'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Monte Carlo I.	(56°32'N/133°46'W)	12.5	11.7	1.4	-4.0
Beck Island	(56°39'N/133°43'W)	13.8	12.9	1.4	-4.0
The Summit	(56°41'N/133°44'W)	15.7	14.8	1.6	-4.0
Entrance Island	(56°49'N/133°47'W)	14.7	13.8	1.5	-4.0

(603)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

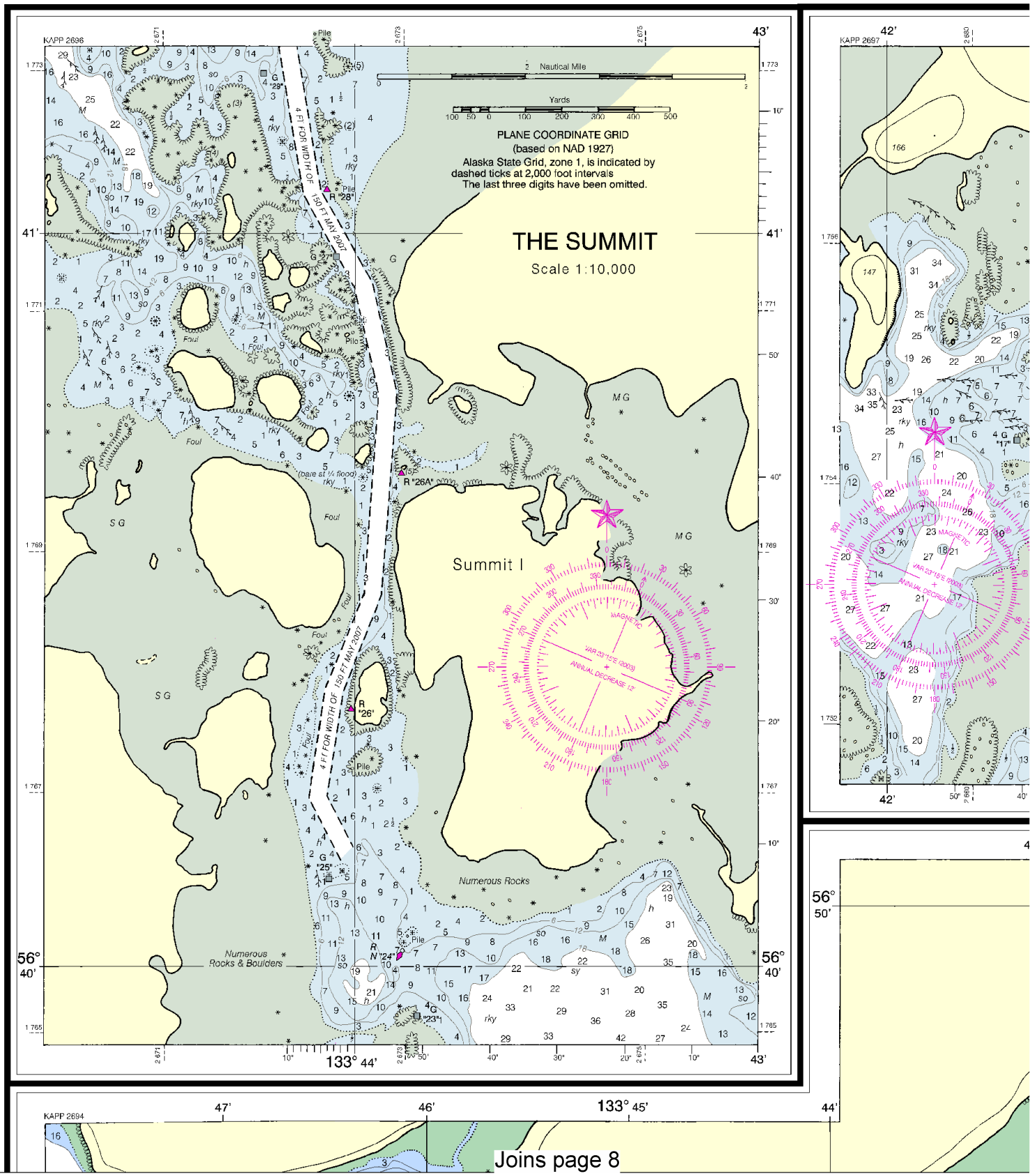
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer th s chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are ava lable 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

17372



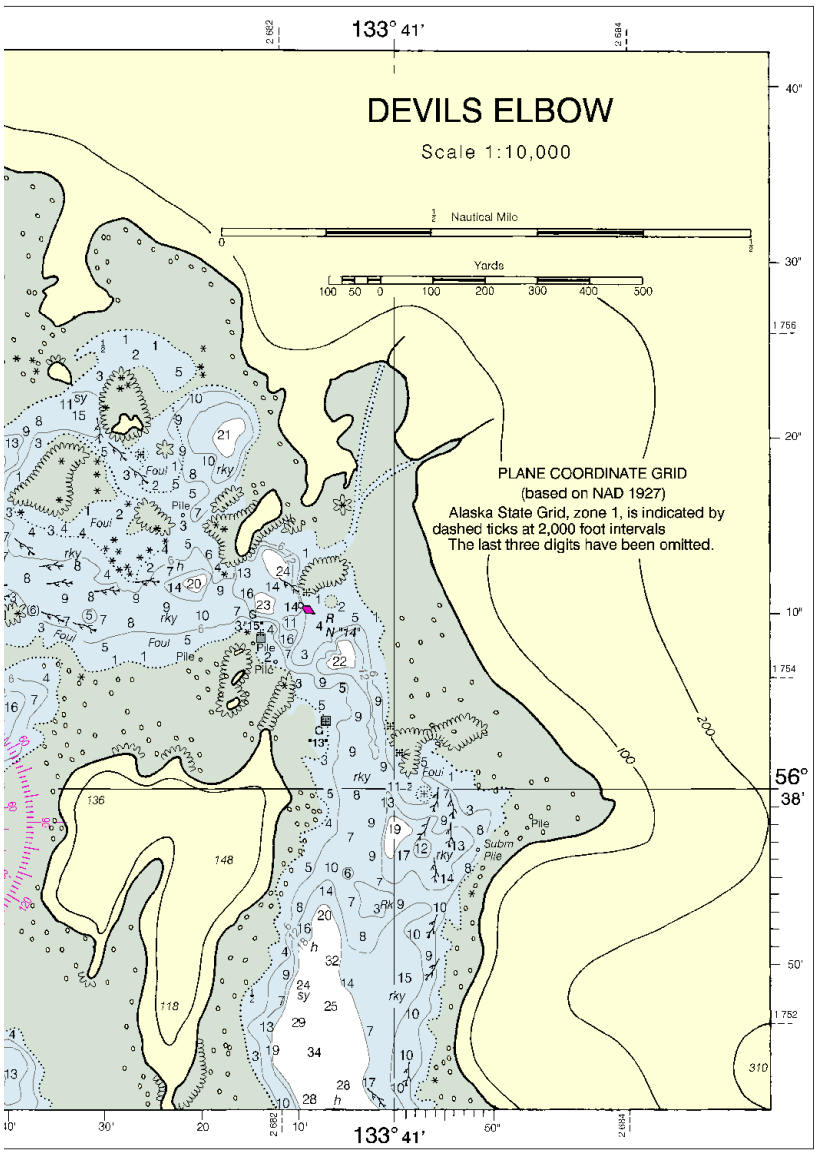
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

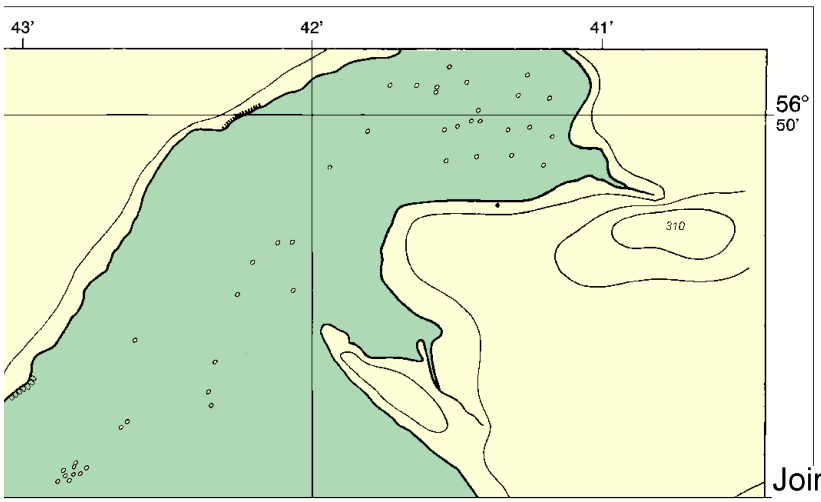
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

North

4





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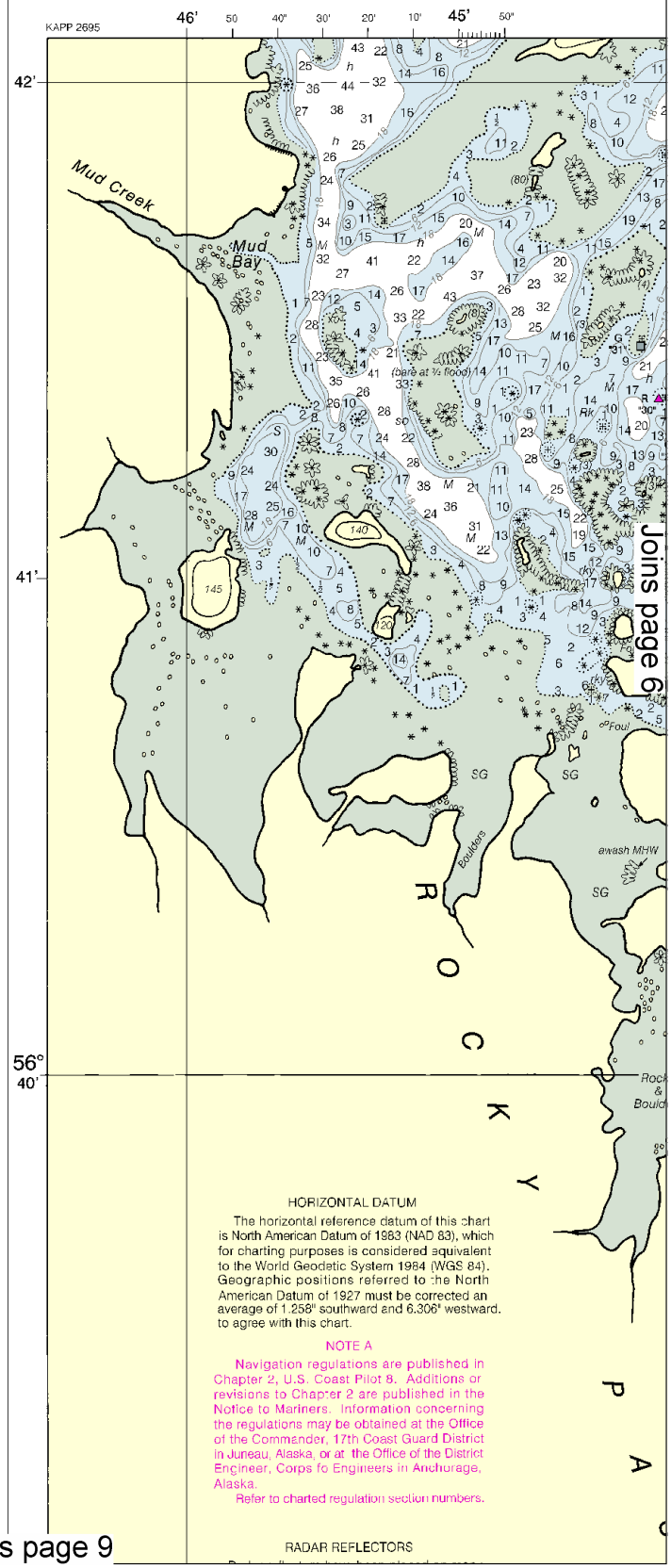
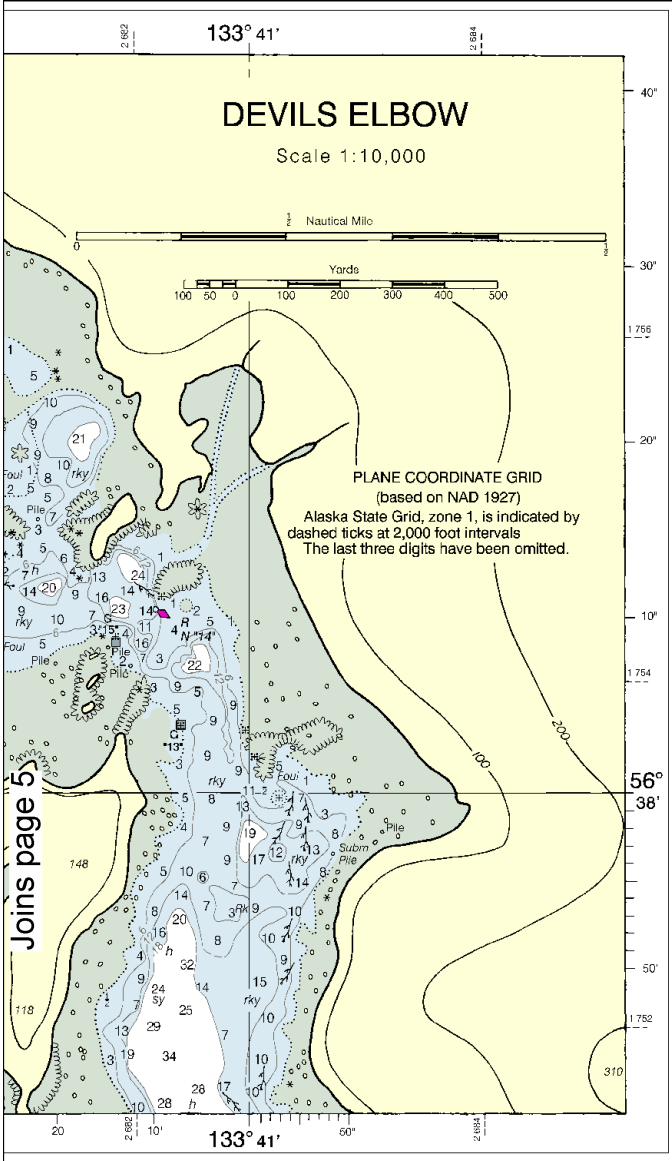
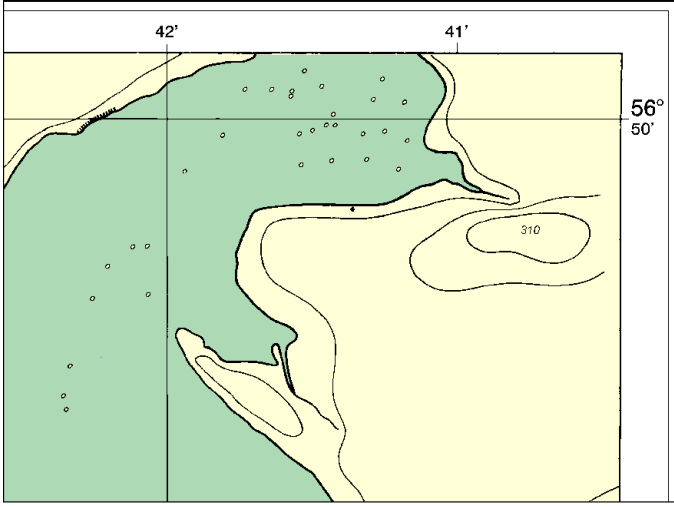


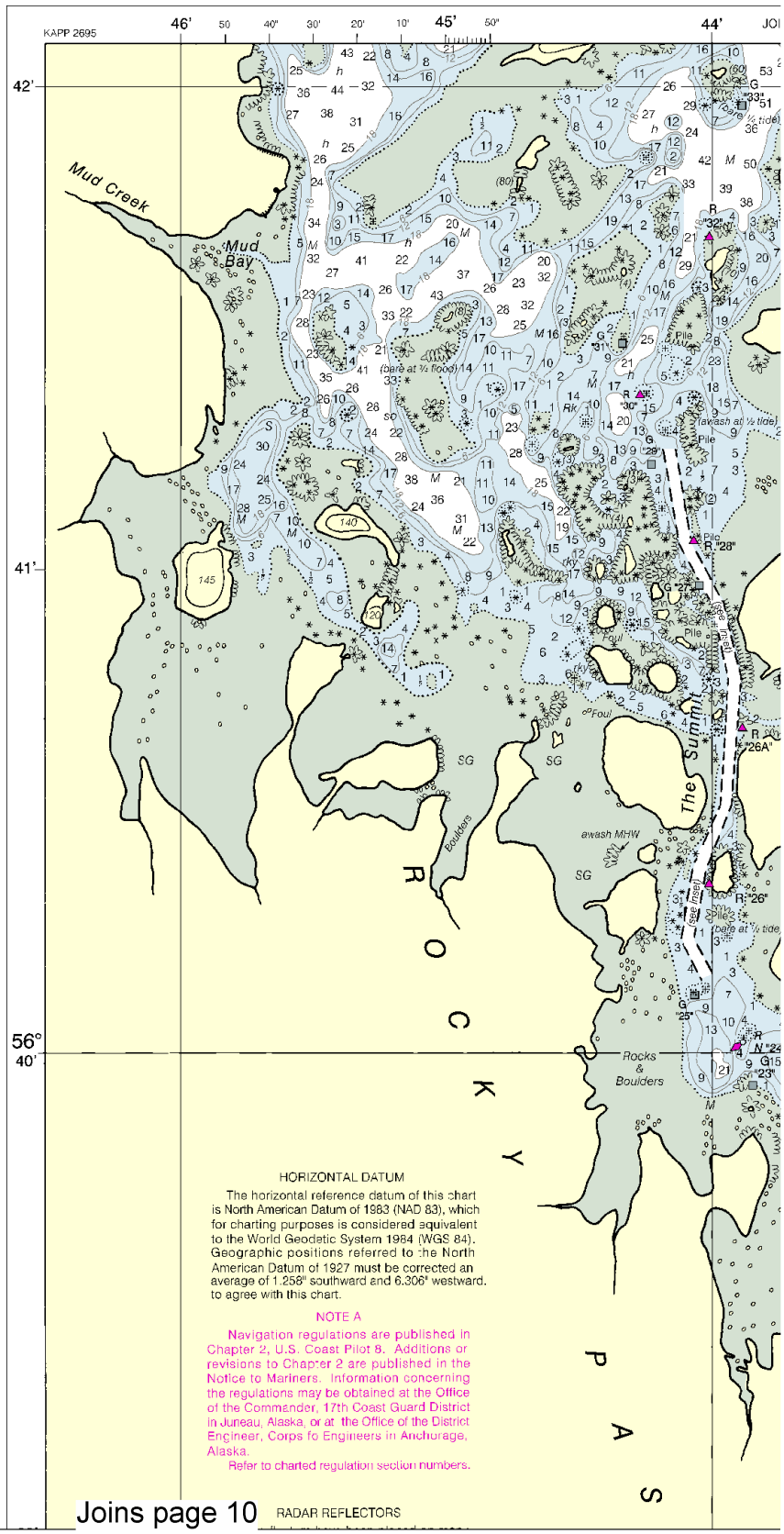
Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8272, 1st Ed., Jan. 1931







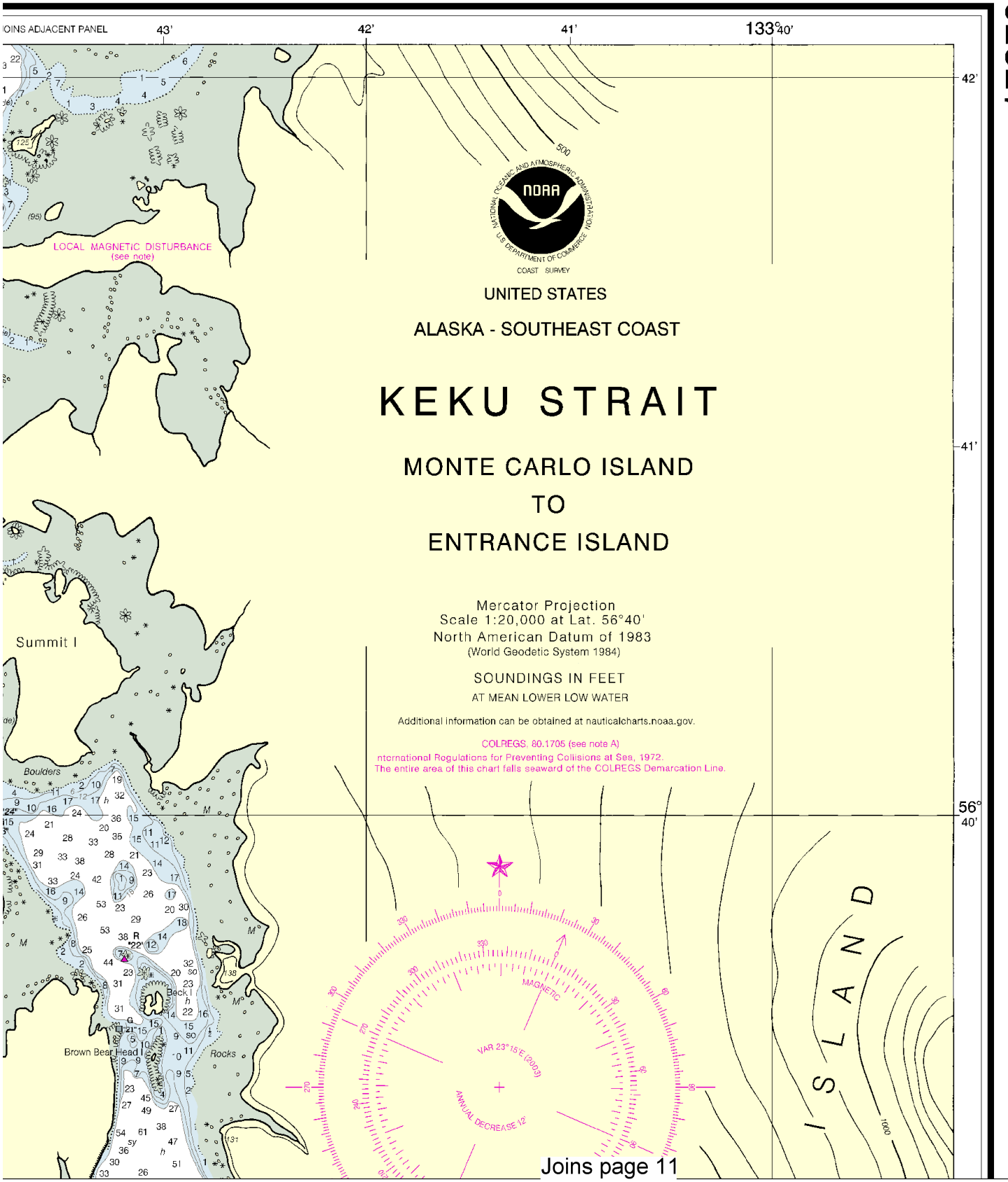
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

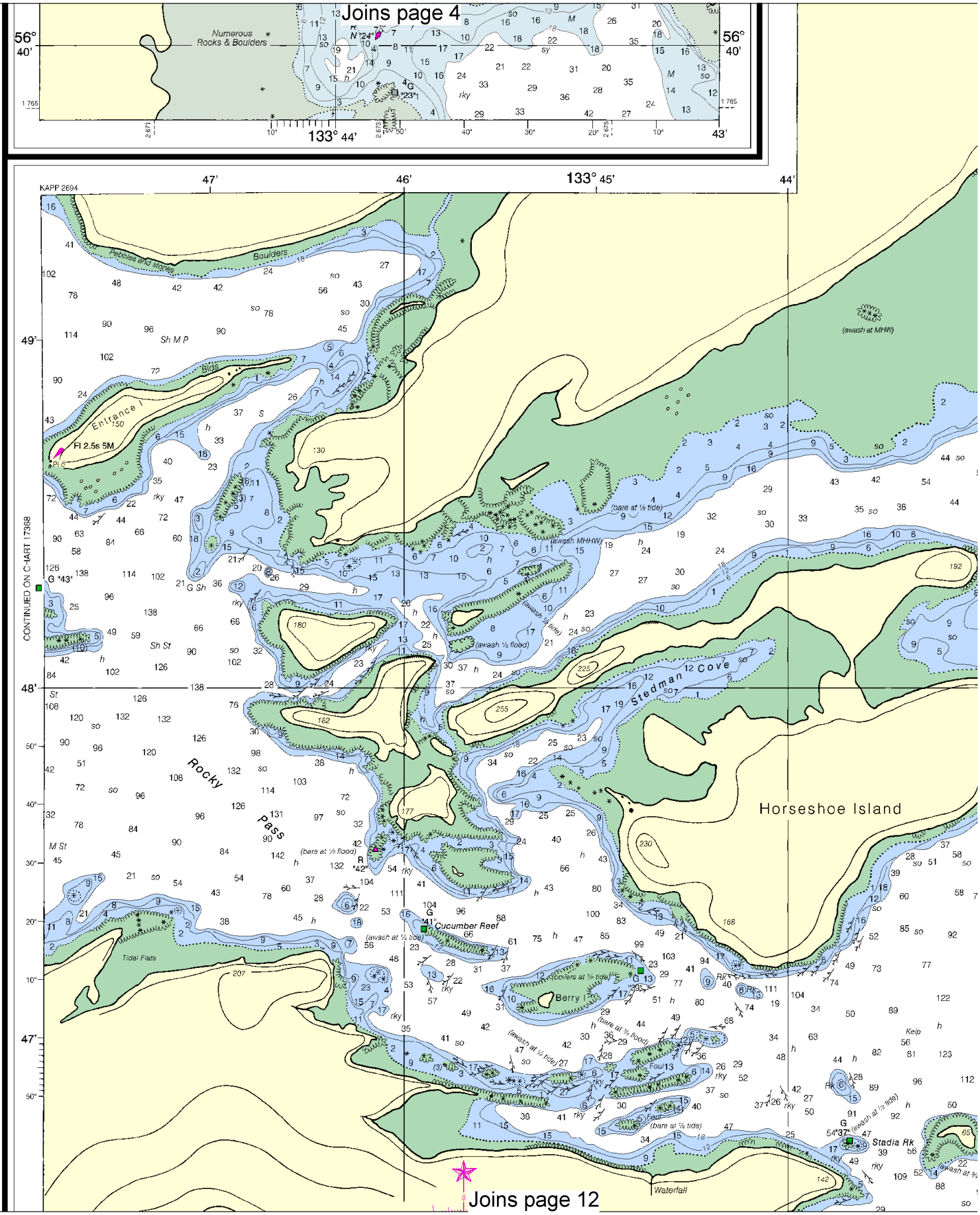
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

17372



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



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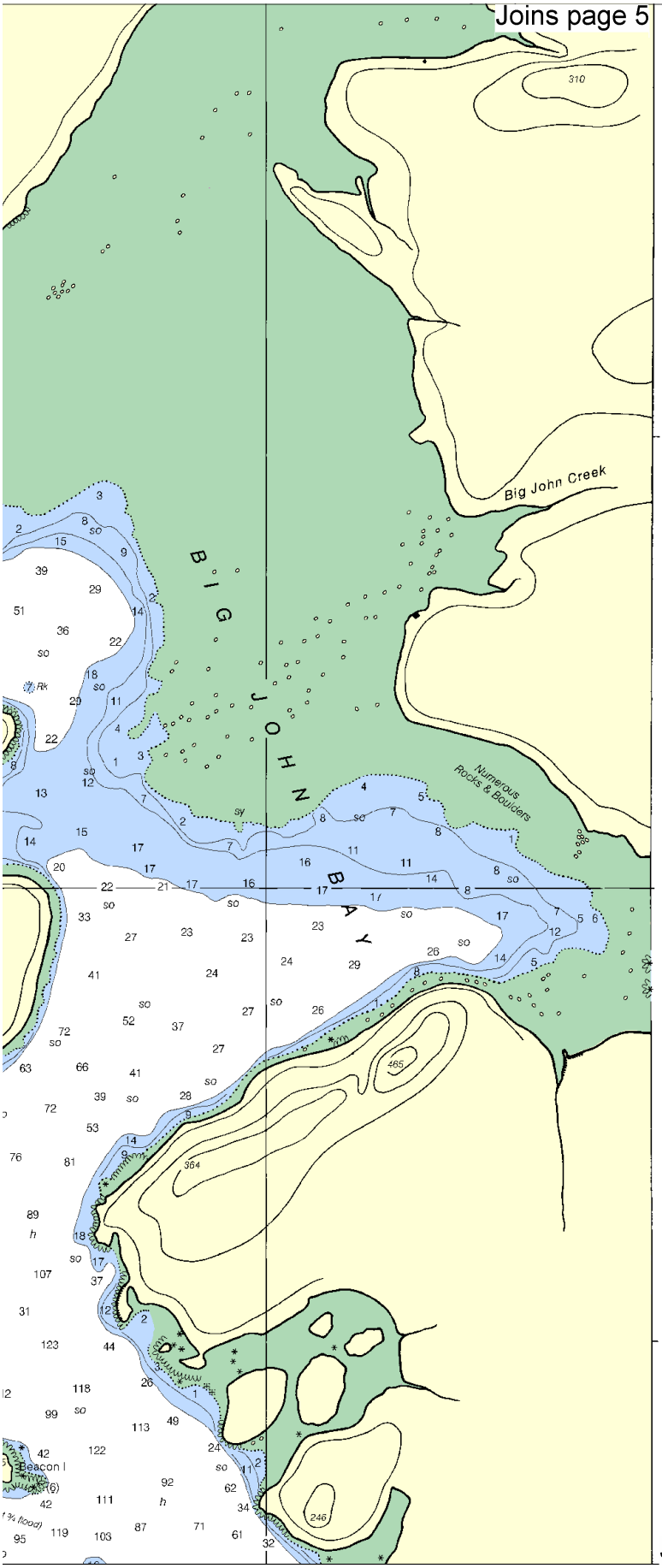
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 5



is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.258" southward and 6.306" westward. to agree with this chart.

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

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(603)

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Aids to Navigation (lights are white unless otherwise indicated):

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Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT H-O lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National

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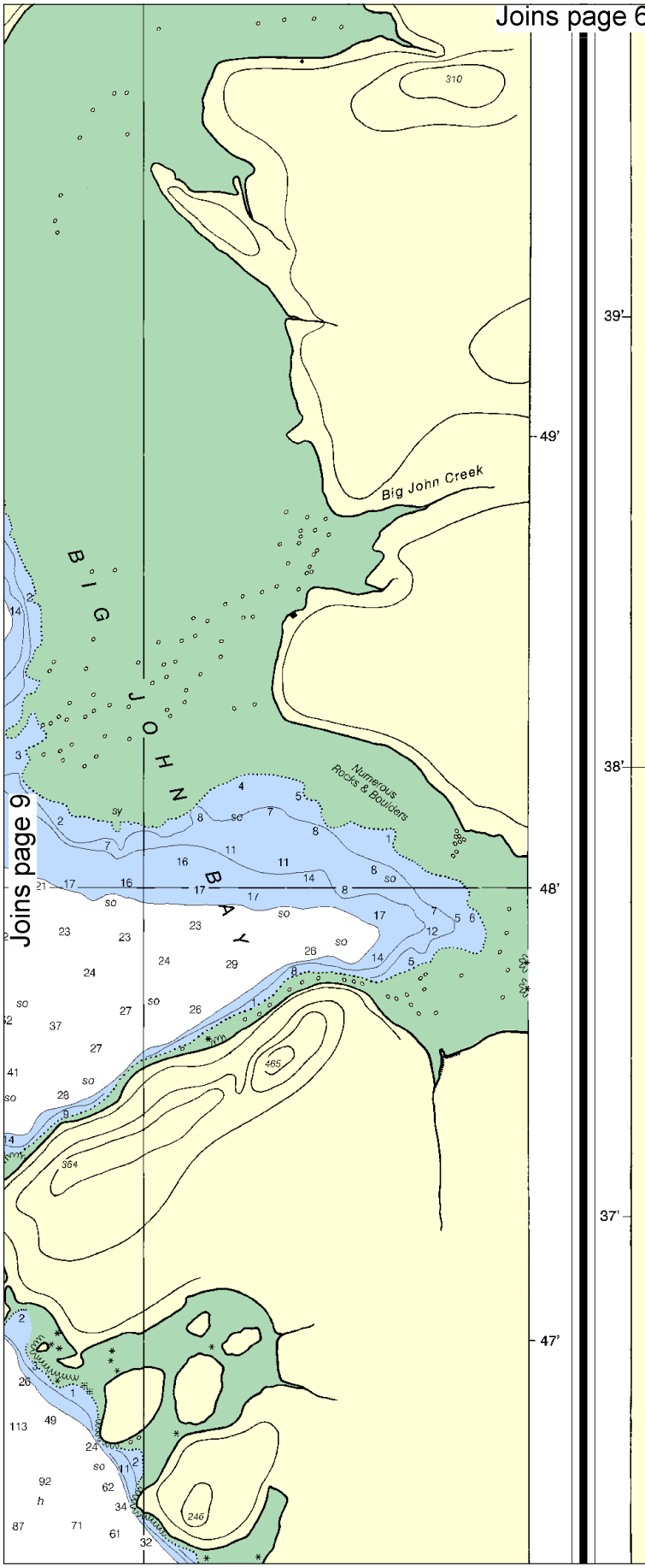
Joins page 13

Joins page 6



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(603)

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Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT H-O lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

aphy and topography by the National

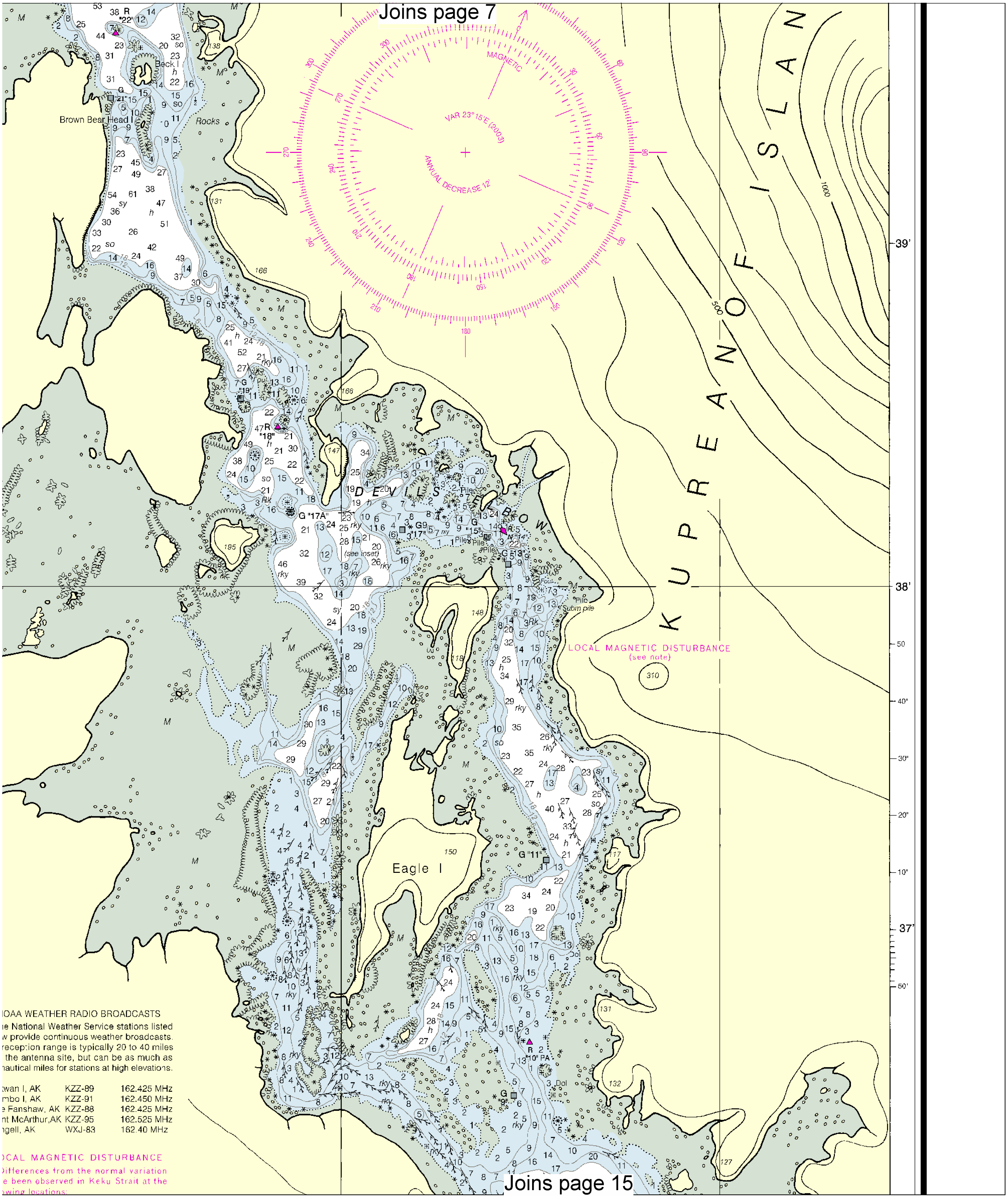
Joins page 14

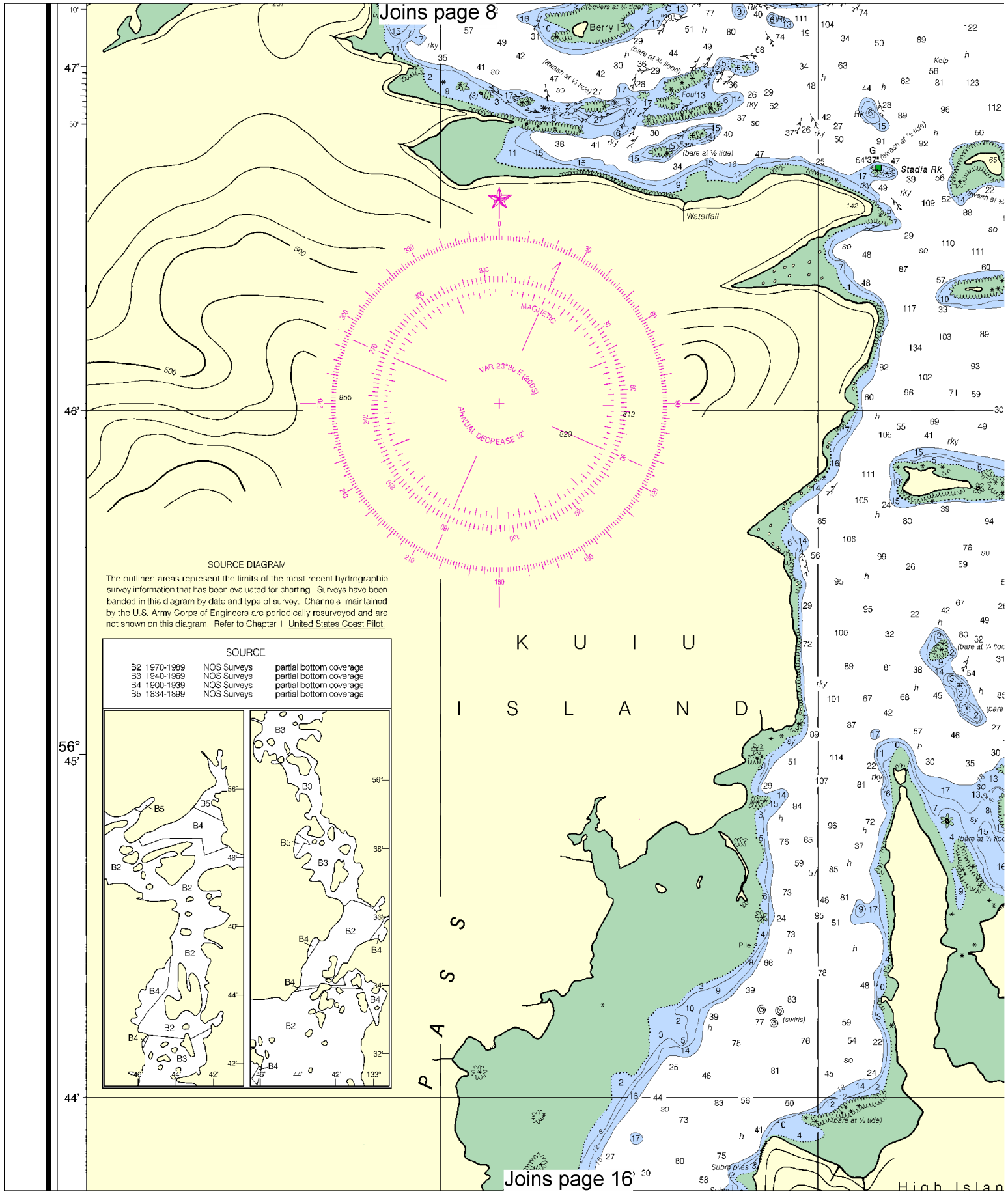
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
Joins page 15
DEVILS ELBOW
K U P R E A N O F   I S L A N
Eagle I
Brown Bear Head
Beck I
Rocks
MAGNETIC
VAR 23°15'E (2003)
ANNUAL DECREASE 12'
LOCAL MAGNETIC DISTURBANCE
(see note)
(see inset)
G "17A"
G "11"
Subm pile
39'
38'
37'
IOAA WEATHER RADIO BROADCASTS
ne National Weather Service stations listed
w provide continuous weather broadcasts.
reception range is typically 20 to 40 miles
the antenna site, but can be as much as
nautical miles for stations at high elevations.
wan I, AK KZZ-89 162.425 MHz
mbo I, AK KZZ-91 162.450 MHz
e Fanshaw, AK KZZ-88 162.425 MHz
nt McArthur,AK KZZ-95 162.525 MHz
ngell, AK WXJ-83 162.40 MHz
OCAL MAGNETIC DISTURBANCE
Differences from the normal variation
e been observed in Keku Strait at the
owing locations:

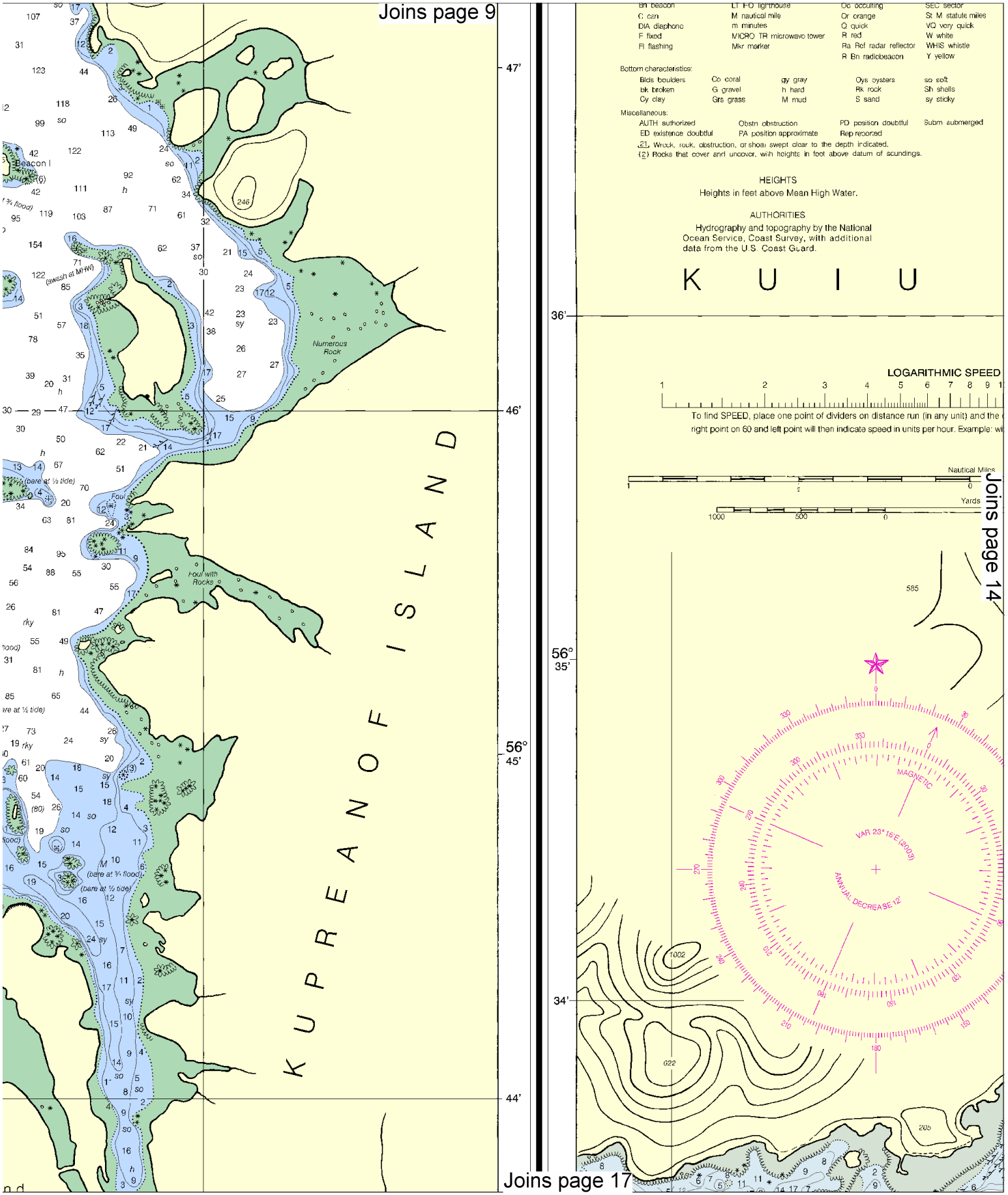


North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 9
Joins page 14
Joins page 17
KUPREANOF ISLAND
Numerous Rock
Foul with Rocks
Foul
(bare at ½ tide)
(bare at ¼ flood)
(swash at MHW)
Beacon I
246
585
1002
622
205
47'
46'
36'
56° 35'
56° 45'
34'
44'
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow
Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
HEIGHTS
Heights in feet above Mean High Water.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.
K U I U
LOGARITHMIC SPEED
To find SPEED, place one point of dividers on distance run (in any unit) and the
right point on 60 and left point will then indicate speed in units per hour. Example: wi
Nautical Miles
Yards
MAGNETIC
VAR 23° 15'E (2003)
ANNUAL DECREASE 12'

Joins page 10

Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
LFl FO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
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HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
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K U I U I

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Wit
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in

Nautical Miles
1 0
Yards
1000 500 0 1000

47'
46'
36'
56° 35'
56° 45'
34'
44'

KUPREANOF ISLAND

Numerous Rock
Foul with Rocks
Foul

MAGNETIC
VAR 23° 15' E (2009)
ANNUAL DECREASE 12'

585
1002
622
205

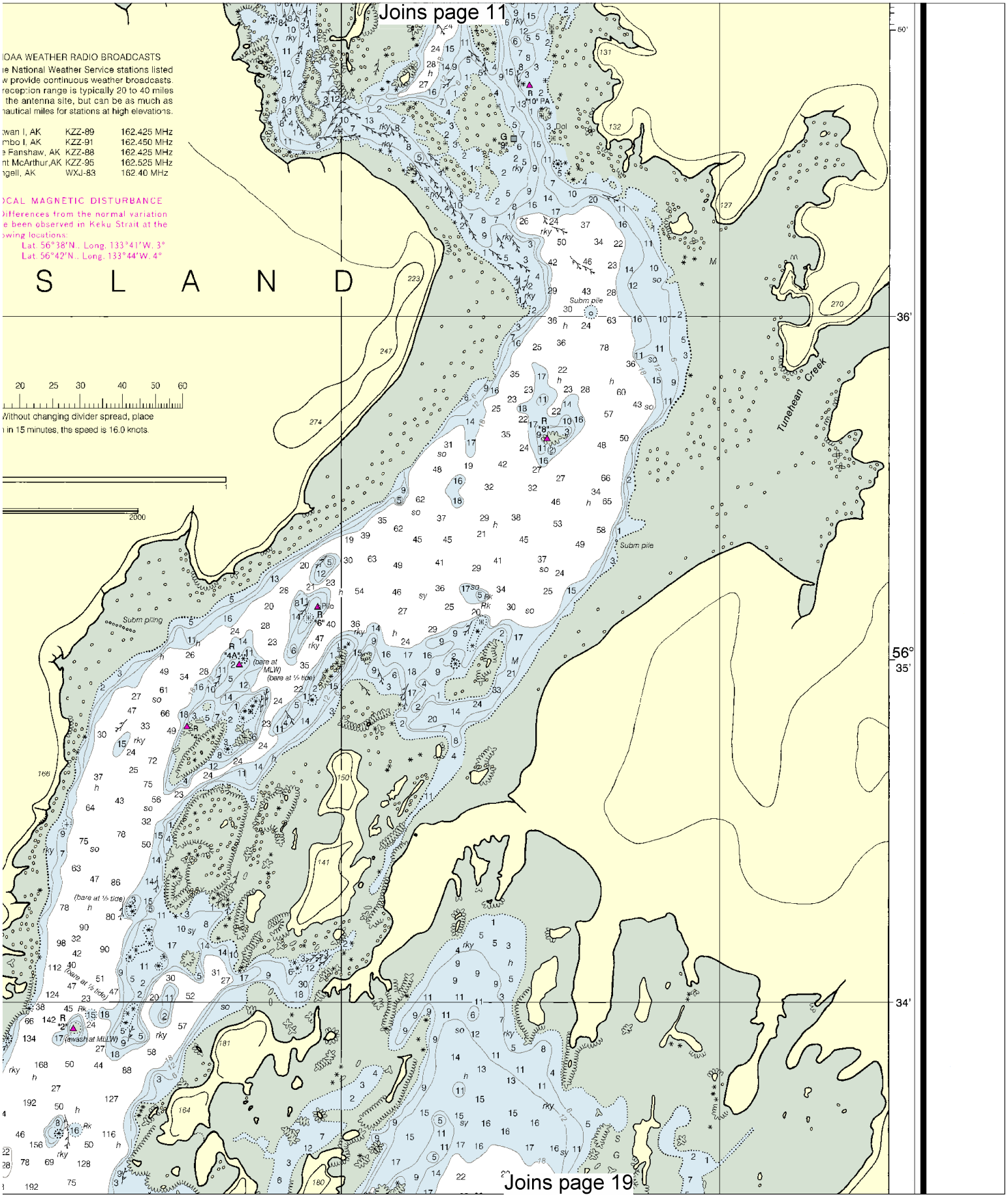
Joins page 13
Joins page 18

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500


Joins page 11
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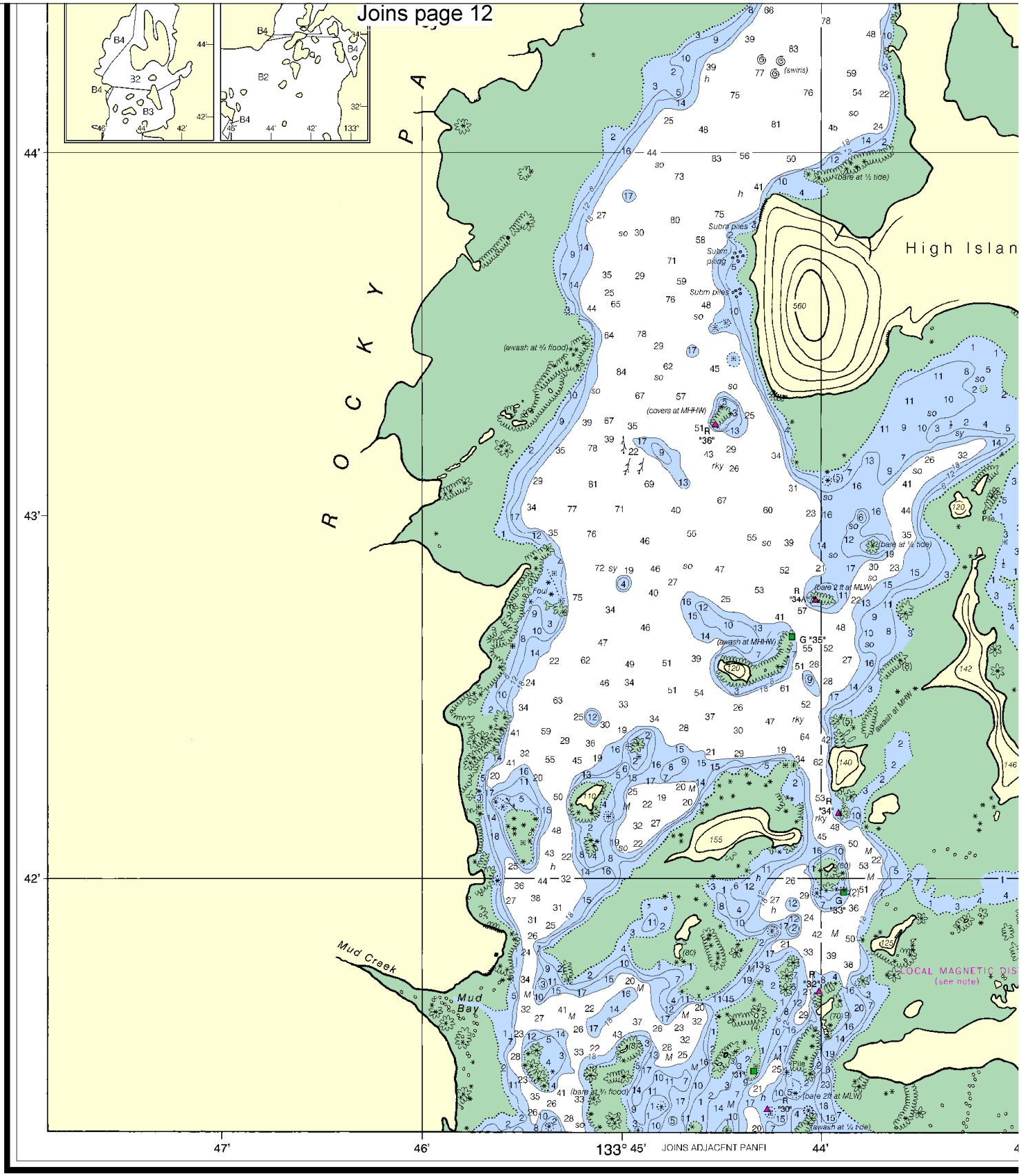
gell, AK WXJ-83 162.40 MHz
CAL MAGNETIC DISTURBANCE
ifferences from the normal variation
e been observed in Keku Strait at the
wing locations:
Lat. 56°38'N., Long. 133°41'W. 3°
Lat. 56°42'N., Long. 133°44'W. 4°
S L A N D
Without changing divider spread, place
in 15 minutes, the speed is 16.0 knots.
Tuneheen Creek
Subm pile
Subm piling
(bare at MLW)
(bare at ½ tide)
(awash at MLW)
Joins page 19
50'
36'
56°
35'
34'



11th Ed., Sep./03 ■ Corrected through NM Aug. 30/03
Corrected through LNM Aug. 12/03

17372

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

16

North

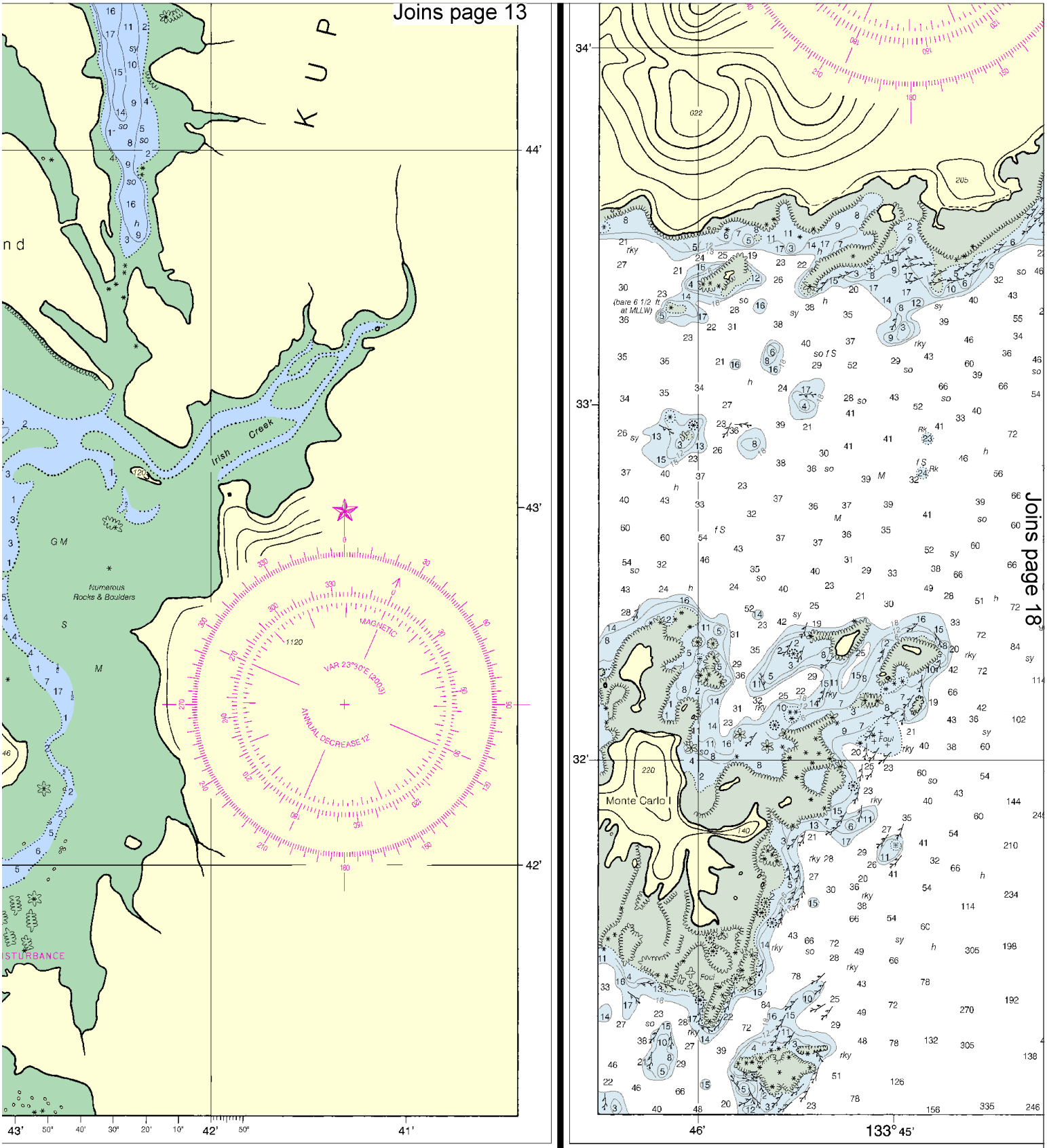
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

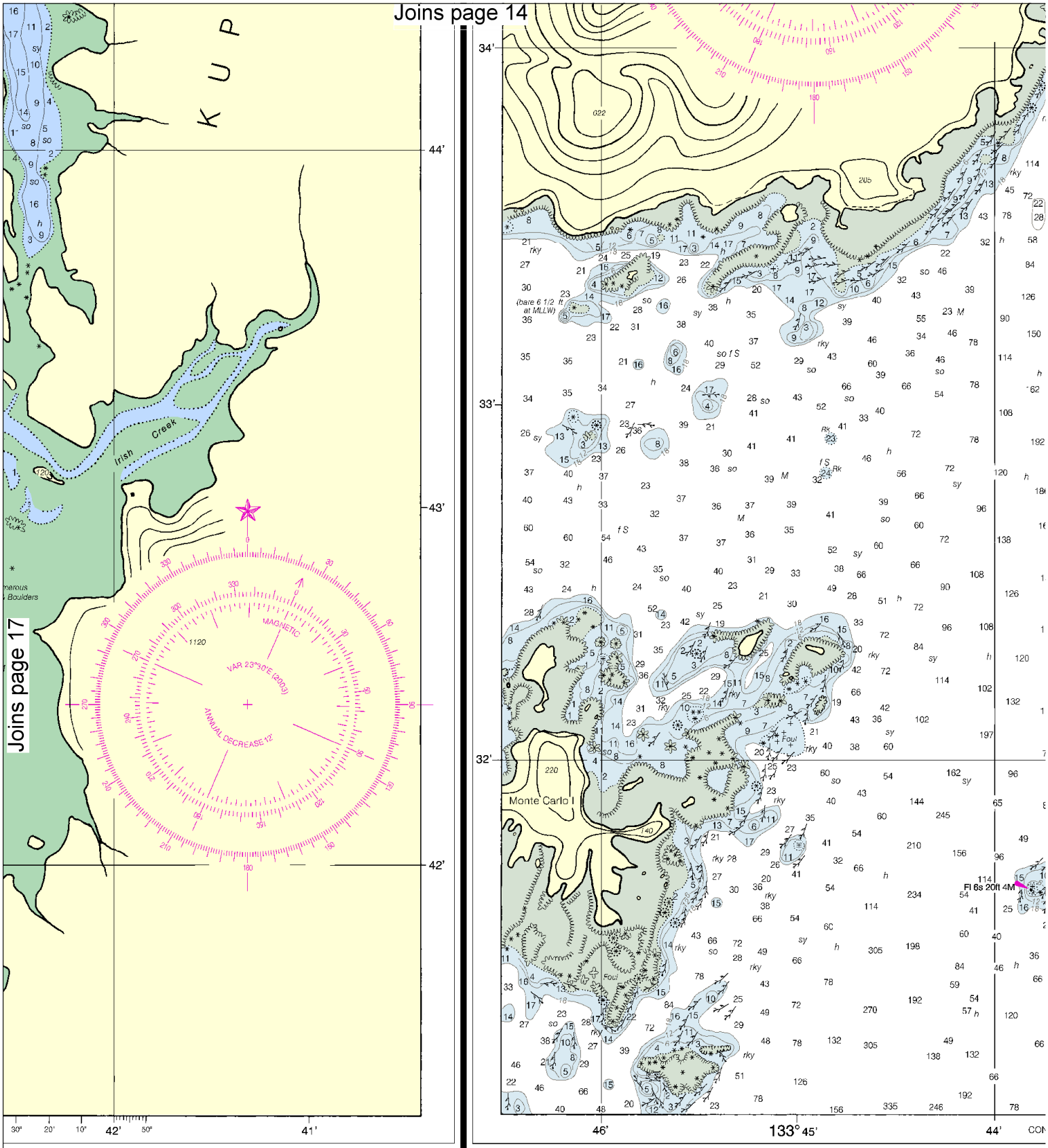
Yards

500 0 500 1000 1500 2000 2500



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FE



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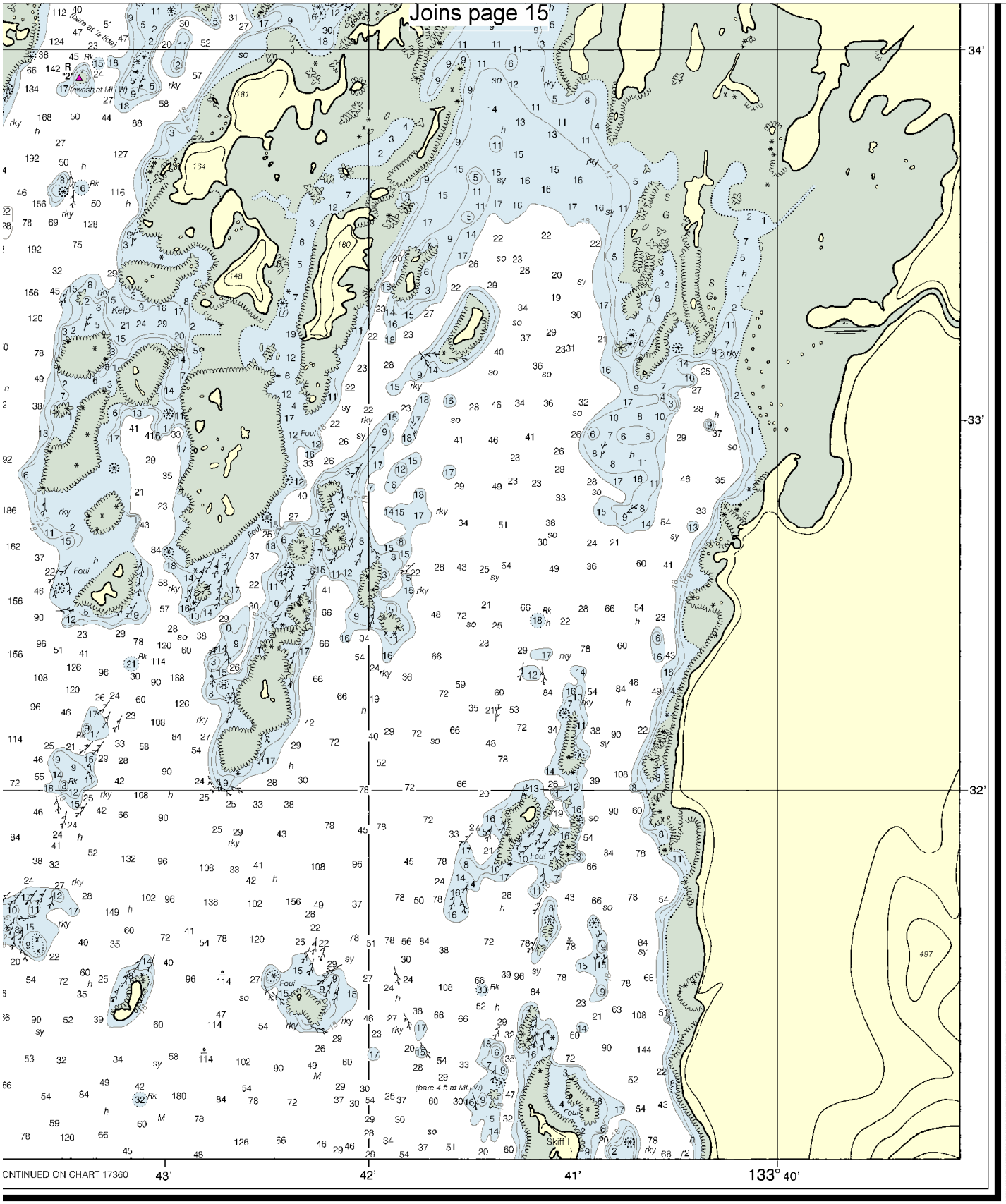
SOUNDINGS IN FEET

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

Keku Strait

SOUNDINGS IN FEET - SCALE 1:20,000

17372

ED NO. 11
NSN 7642014011448 NIMA REFERENCE NO. 17XHA17372

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.